

The China Mail.

THE 'HONGKONG CHINESE MAIL'
報日華港香
HONGKONG (No. 10, Tel. No.)
ISSUED DAILY.
CHUNG YU MAN,
Manager and Publisher.
SUBSCRIPTION:
Five Dollars a year, delivered at Hong
Kong. Overseas \$10.00 per annum,
including postage.

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號四月九年四十九百八千一英

HONGKONG, TUESDAY, SEPTEMBER 4, 1894.

日五初月八年午甲

PRICE, \$2 PER MONTH.

OUR JOURNAL DEPARTMENT

HAVING been REPLEN-
ISHED with a large as-
ortment of the latest EUROPEAN
AND AMERICAN NOVELTIES,
We are prepared to execute
orders for FANCY WORK with
accuracy and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

AGENTS FOR THE CHINA MAIL

LONDON:—F. ALLEN, 11 & 12, Clement
Lane, Lombard Street, E. C. GEORGE
SHEPHERD & Co., 30, Cornhill. GORDON
& GUTHRIE, 10, Old Bailey. BATES
HARDY & Co., 37, Watlington, E. C.
SALVAGE, DRACON & Co., 150 & 154,
Leadenhall Street, W. M. WILLS, 151,
Cannon Street, E. C. ROBERT WATSON,
150, Fleet Street.
PARIS AND EUROPE:—ANDERSON PRINCE,
33, Rue Lafayette Paris.
NEW YORK:—J. STEWART HAPPEL, THE
UNITED STATES OFFICE, 52, Wall
Street.
SAN FRANCISCO AND AMERICAN PORTS
generally:—BEAN & BLACK, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GUTHRIE, Mil-
bourne and Sydney.
OCEANIC:—W. M. SMITH & Co., THE
AMERICAN TRADING CO., Colon, Cal.
SINGAPORE, STRAITS, &c.:—KELLY &
WALSH, Ltd., Singapore.
CHINA:—MACAO, A. A. DA ROCHA, Amoy,
N. MOORE & Co., Ltd., Foochow,
HONG & Co., Shanghai, LANE, CRAWFORD
& Co., and KELLY & WALSH,
Yokohama, Kobe, Osaka, Yokoro & Co.,
and KIELY & Co.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAYED-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$4,500,000.
RESERVE LIABILITY OF.....\$10,000,000.
PROFITABLES.....

COURT OF DIRECTORS:—

C. J. HOLLIDAY, Esq., Chairman.
J. R. MOSE, Esq., Deputy Chairman.
R. M. GRAY, Esq., Hon. A. McConochie,
H. HOPKINS, Esq., S. C. MICHAELSON,
J. H. JOSEPH, Esq., E. J. KENNEDY,
Hon. J. J. KENNEDY, D. R. SCHOON, Esq.,
Julius KRAMER, Esq.,
CHIEF MANAGER:—
HONGKONG:—T. JACKSON, Esq.,
MANAGER:—
SHANGHAI:—H. M. BEVIS, Esq.,
LONDON BANKERS:—LONDON AND COUNTY
BANKING CO., LTD.

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 2
per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 3 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "
T. JACKSON,
Chief Manager.
Hongkong, August 18, 1894. 392

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORATION.
Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3½ PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 5 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1515

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.
SUBSCRIBED.....\$1,125,000.
PAID-UP.....\$562,500.

Bankers.

LONDON JOINT STOCK BANK, LTD.
Interest allowed on Current Accounts at
the rate of 2½ per annum on the Daily
Balance.
ON FIXED DEPOSITS:—
For 12 Months.....5 %
For 6 Months.....4 %
For 3 Months.....3 %
JOHN THURBURN,
Manager, Hongkong.
Hongkong, June 18, 1893. 228

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.
CAPITAL CALLED UP.....\$1,000,000.
PAID-UP.....\$500,000.

Bankers.

CAPITAL & COUNTRIES BANK, LIMITED.
Head Office:
3, PRINCE STREET, LONDON.
Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.
Agencies:
PEKING, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed
Deposits can be ascertained on application.
Every description of Banking and Ex-
change business transacted.

OHANTREY INOHBALD, Manager.

Hongkong, November 6, 1893. 247

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.
CAPITAL PAID-UP.....\$200,000
RESERVE LIABILITY OF SHARE-
HOLDERS.....\$200,000
RESERVE FUND.....\$275,000

Interest allowed on Current Account
at the rate of 2½ per annum on the
Daily balance.

On Fixed Deposits for 12 months 5 %
" 6 " 4 %
" 3 " 3 %
A. C. MARSHALL,
Manager, Hongkong.
Hongkong, May 17, 1894. 925

Intimations.

THE CHINESE INSURANCE COMPANY, LIMITED (IN LIQUIDATION).

NOTICE is hereby given that a FIRST
RETURN OF CAPITAL Amounting
to \$7.50 per SHARE has been declared in
this matter.
SHAREHOLDERS of the Register can ob-
tain PAYMENT of this on producing their
SHARES to the HONGKONG AND SHANGHAI
BANKING Corporation on and after the
20th SEPTEMBER, 1894, and on signing
the Form of Receipt to be obtained at the
said Bank.
Hongkong, 31st day of August, 1894.
J. GOOSMANN,
Liquidator.

HONGKONG HOTEL COMPANY, LIMITED.

THE Ordinary Half-Yearly MEETING
of SHAREHOLDERS will be held at
the Company's House, on MONDAY,
20th September, 1894, at 10 o'clock, for
the purpose of receiving a Statement of Accounts of the
Company to the 30th June, 1894, with the
Report of the Directors and to discuss any
matters that may be brought before the
Meeting.
The TRANSFER BOOKS of the Company
will be CLOSED from the 27th Instant to
the 10th Proximo, both days inclusive.
By Order of the Board,
R. LYALL,
Secretary.
Hongkong, August 20, 1894. 1356

WANTED.

A FURNISHED HOUSE, from the 1st
November, for 5 or 6 Months, on the
Upper Levels of the Town.
Not less than Five Good Rooms.
Apply
"Z,"
China Mail Office.
Hongkong, August 13, 1894. 1318

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Eighth Ordinary MEET-
ING of SHAREHOLDERS in the
above Company will be held at the HEAD
OFFICE, Victoria, Hongkong, on SATUR-
DAY, the 22nd Instant, at Twelve o'clock,
Noon, for the purpose of presenting the
Report of the Directors and Statement of
Accounts to 30th April last, and of declar-
ing Dividends.
The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 22nd
Instant, both days inclusive.
By Order of the Board of Directors,
Secretary.
Hongkong, September 1, 1894. 1426

NOTICE.

THE Underwritten are prepared to GIVE
ESTIMATES for Fitting the PATENT
Process on Land and MARINE BOILERS
for Burning CHARBONNAGE COAL DUST.
GORDON & CO.,
BOWRINGTON FOUNDRY,
East Point.
Hongkong, August 20, 1894. 1348

HONGKONG HOTEL.

BOARD and LODGING, from \$60 to
\$70 per month.
R. TUCKER, Manager.
1503

PRIVATE BOARD and RESIDENCE

FOR LADIES and GENTLEMEN. Special
attention to Ladies' comfort. Accommoda-
tion for Table D'Hotel. Central situation.
Mrs. MATHER,
3 and 3 Paddar's Hill.
Hongkong, July 24, 1893. 1287

THE NEW BALMORAL GOLD MIN- ING COMPANY, LIMITED.

NOTICE is hereby given that the Fourth,
or Final, CALL of 50 CENTS per
SHARE, on the Shares issued at ONE
DOLLAR has now been made.
NOTICE is also given that the CALL of
50 CENTS per SHARE on the Shares issued
in EXCHANGE for SHARES in the Old
Company has now been made. Both these
CALLS FALL DUE on the 10th SEPTEMBER,
and should be Paid to the Underwritten, at
No. 9, Praya Central, to whom the Scrip
should be sent for endorsement.

By Order of the Board,
W. HUTTON POTTS,
Secretary.
Hongkong, August 9, 1894. 1302

STAINFIELD'S FAMILY HOTEL.

SUPERIOR BOARD and RESIDENCE,
with every convenience.
Mrs. STAINFIELD,
1, Queen's Road East.
Hongkong, June 30, 1894. 1102

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.
SUBSCRIBED CAPITAL.....\$500,000.

HEAD OFFICE—HONGKONG.

Directors:
D. CHILLIS, Esq., H. STOKERPORT, Esq.,
CHAM KEE SHAN, CHOW TUNG SHANG,
Esq.,
KWAN HOI CHUNG, Esq.,
Chief Manager:
Geo. W. F. PLAYFAIR.

Branches:
LONDON, YOKOHAMA, SHANGHAI AND
AMOI.

Bankers:
THE COMMERCIAL BANK OF SCOTLAND;
THE BANKING CORPORATION; THE ALLIANCE
BANK (Ld.).

Interest for 12 months Fixed 5 %
Hongkong, May 24, 1893.

Business Notices.

LANE, CRAWFORD & CO.

AQUILA, CLAFSHAW & SALMON'S CRICKET BATS, SPRING HANDLES.
CORBETT'S CRICKET BATS, ALL CANE.
MATCH BALLS, PRACTICE BALLS, MATCH STUMPS, PRACTICE STUMPS,
LEG-GUARDS, BATTING and LONG-STOP GLOVES, WICKET-KEEPING
GAUNTLETES, SCORING BOOKS.
CRICKETING SHOES, BELTS, SASHES, SHIRTS and TROUSERS.
BLACK STRING LAWN TENNIS BATS.
SLAZENGER'S "DEMON" LAWN TENNIS BATS.
"WIMBLEDON" and "CHAMPIONSHIP" TENNIS RALLS.
TENNIS NETS, POLES, BAT-PRESSES, RULES, &c., &c.
TENNIS SHOES.
NEW STOCK of SPORTING and SHOOTING GEAR.
LOADED CARTRIDGES E.C. POWDER.
LANE, CRAWFORD & Co.
HONGKONG, August 25, 1894. 1384

W. POWELL & Co.

OUR
GREAT CLEARANCE SALE
COMMENCES
TO-MORROW (WEDNESDAY), 5th September.
IMMENSE BARGAINS.
W. POWELL & Co.
Hongkong, September 4, 1894. 1434

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & Co.,
SOLE AGENTS, THE FAR EAST.
62, QUEEN'S ROAD CENTRAL.
Hongkong, November 11, 1893. 1919

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATES
named:—
FOR SHANGHAI.....Racoon.....Daylight, 9th Sept.....Freight or Passage.
LONDON, &c.....Oathay.....Noon, 13th Sept.....See Special Advertisement.
JAPAN.....Perona.....14th September.....Freight or Passage.

LONDON.....Japan.....About 18th Sept.....Freight or Passage (calling
at MANILA, if sufficient
inducement offers).

For further Particulars, apply to
F. & O. S. N. Co.'s Office,
HONGKONG, September 4, 1894. 1414

MOUNT AUSTIN HOTEL.

On SATURDAY NEXT,
8th September, 1894.

By kind permission of LIEUT. COLONEL ROBINSON and OFFICERS the BAND
of the First Shropshire Light Infantry will play during DINNER and afterwards
in the Grounds of the Hotel.

THE TABLE D'HOTTE DINNER

Is served in the GRAND DINING ROOM at 8 P.M.
Arrangements can be made for DINNER PARTIES in Private Rooms. Tables
or Seats can be reserved for the TABLE D'HOTTE, and WINES used to Order.
MOUNT AUSTIN HOTEL.
Hongkong, September 3, 1894. 1433

NEW GOODS.

WE ARE NOW SHOWING NEW GOODS
FOR
AUTUMN WEAR
(IN ALL DEPARTMENTS).
HONGKONG TRADING Co.
Hongkong, September 1, 1894. 1421

HONGKONG HOTEL.

THE Most Commodious and BEST-APPOINTED HOTEL in the Far East; situated in
the centre of the town, opposite the General Post Office and the Hongkong Club,
and adjacent to Paddar's Wharf (the principal landing stage of the Colony).
The HOTEL EXHIBIT LAUNCH conveys passengers and baggage to and from all Mail
Steamers.
The TABLE D'HOTTE, at separate tables, is supplied with every delicacy.
The BED ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open
on to spacious Verandahs, are lighted by gas and fitted throughout with electric com-
munications.
The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING
ROOMS, the NEW BAR and PUBLIC BILLIARD ROOMS (Six English and American
Tables) are fitted with every convenience.
WINES and SPIRITS of the BEST BRANDS only.
HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey
passengers and baggage from the Entrance Hall to each of the five floors above.
Night Porters and Watchmen are continually on duty.
E. TUCKER, Manager.
Hongkong, October 21, 1892. 1442

RAMBLE THROUGH SOUTHERN FORMOSA.

By Mr. G. TAYLOR.
This Pamphlet, which has been reprinted
from the Chinese Review, contains one of the
best Sketches of Formosa Life yet written.
A few roughly-illustrated Woodcuts are
included in the pamphlet.
May be had—Price, 5/- at Messrs. LANE,
CRAWFORD & Co., and Messrs. KELLY &
WALSH, Limited, Hongkong; also, Mr. S.
MOLAR, Amoy.
Price, 50 Cents.

THE REVENUE OF CHINA.

A SERIES of ARTICLES,
Reprinted from 'The China Mail',
With an APPENDIX.
THIS PAMPHLET is now ready,
and may be had at the
OFFICE of THE HONGKONG
LAND INVESTMENT & AGENCY Co., Ltd.,
Messrs. LANE, CRAWFORD & Co.,
Messrs. KELLY & WALSH, Ltd.,
and Mr. W. BRADY & Co.
Price, 50 Cents.

Intimations.

THE PHARMACY, Under New and Experienced Management.

FLETCHER & Co. whilst thanking the
Community of Hongkong for past
Support trust to merit a Continuance of
same by devoting close attention to Business
and supplying as formerly GOODS of
BEST QUALITY only.
For the present season we recommend
with confidence:—
QUININE and IRON TONIC.
SYRUP of the HYPOPHOSPHITES.
EFFECTUALLY CURE MALARIA.
VALENTINE'S MEAT JUICE.
LACOPARTINE.
A Large Assortment of NAIL, TOOTH,
HAIR and SHAVING BRUSHES, also
TOILET REQUISITES of every descrip-
tion always in Stock.
Prescriptions receive the greatest atten-
tion.
FLETCHER & Co.—FAMILY CHEMISTS,
PERFUMERS, WINE and SPIRIT MERCHANTS,
&c.
FLETCHER & Co.,
No. 25, Queen's Road Central,
HONGKONG.
Hongkong, August 14, 1894. 1331

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Ordinary General MEETING of
SHAREHOLDERS in the above
Company will be held at the Company's
Offices, on SATURDAY, 15th September,
at Noon, for the purpose of receiving the
Report of the General Managers, together
with a Statement of Accounts to 30th June,
1894.
The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 15th
September, both days inclusive.

DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, August 29, 1894. 1405

For Sale.

FOR SALE.
WE have Received from AMERICA a
Large Consignment of OCEAN
FINE PLANK and LOGS, and have also
in STOCK a quantity of CHINESE PINE,
TEAK, &c.
For Particulars, apply to
PROPRIETORS,
YEE HO WAI,
Timber Yard,
77, YAU-MA-TE, EAST.
Hongkong, August 21, 1894. 1365

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by
the Underwritten.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.
Hongkong, January 2, 1894. 1

FOR SALE.

STEAM LAUNCHES HOI HUNG
and HOI AN.

PARTICULARS:—75 feet long, 13 feet
wide and 6½ feet deep. Compound EN-
GINE with Condensing BOILER. Speed,
12 knots. Engine 10 by 20 inches, one
year old. HULL and DECK of Teak.
CABINS, &c., in proper order.
Apply to
WING ON CHEONG HONG,
No. 29, Bannan Strand West.
Hongkong, August 7, 1894. 1290

To Let.

TO LET.
No. 2, PRINCE STREET, next to the
Post Office.
No. 72, QUEEN'S ROAD CENTRAL.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, March 18, 1893. 504

TO LET.
NOS. 7 and 9, SKYMOOR TERRACE,
OFFICES in VICTORIA BUILDINGS.
OFFICE in No. 4, PRAYA CENTRAL.
GODOWNS in WANCHAI, at the back of
McGREGOR'S BARRACKS.
OFFICES and ROOMS at CONNAUGHT
MOVES.
Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, August 24, 1894. 329

TO LET.
DWELLING HOUSES—
"HIGHER LEVEL," at MAGAZINE GAP.
Nos. 1 and 3, KIPON TERRACE.
No. 3, 4th BAILEY.
FLOORS in BUI BUILDINGS.
No. 8, CHANCERY LANE.
FLOORS in ELGIN STREET, PAUL
STREET and STANFORD STREET.
FLOORS in No. 5, SHERRILL
STREET.
OFFICES:—
PRAYA CENTRAL, over Messrs.
DOUGLAS LARPAIK & Co.'s.
GODOWNS—
BLUE BUILDINGS.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, September 1, 1894. 1394

Notice of Firm.

NOTICE.

WE have This Day ESTABLISHED a
BRANCH of our Firm at HONGKONG.
SIEMSEN & Co.
Hongkong and
China, 1st September, 1894. 1427

Notices to Consignees.

MOOUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP ARVYL,
FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the Godowns
of the HONGKONG and KOWLOON WHARF
and GODOWN Co., at Kowloon, whence and/or
from the Wharves delivery may be obtained.
Optional Cargo will be forwarded at a
notice to the contrary given before 5 p.m.
To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 10th Inst.,
will be subject to rent.
All Claims against the Steamer must be
presented to the Underwritten on or before
the 10th Instant, or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 10th Inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, September 3, 1894. 1439

STRATH LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. STRATHDON,
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the Godowns
of the HONGKONG and KOWLOON WHARF
and GODOWN Co., at Kowloon, whence and/or
from the Wharves delivery may be obtained.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 6th
Proximo will be subject to rent.
All Claims against the Steamer must be
presented to the Underwritten on or before
the 6th Prox., or they will not be recognized.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 6th Prox. at 3 p.m.

DODWELL, CARLILL & Co.,
Agents.
Hongkong, August 31, 1894. 1411

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. Wingang having
arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their Goods will be delivered from
alongside.
Cargo impeding the discharge or remain-
ing on board after Noon of the 4th
Inst., will be landed at Consignee's risk
and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, September 1, 1894. 1424

Insurance.

THE MEIJI FIRE INSURANCE COMPANY, LIMITED, or TOKYO.

THE AGENCY of the above-named
Company has been transferred to the
Underwritten, they are
now prepared to ACCEPT RISKS against
FIRE at Current Rates.
For the MEIJI BUSSAN KAISHA,
K. FUKUI,
Manager.
Hongkong, July 2, 1894. 1107

Shipping.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Teucer,
Capt. RILEY, will be
despatched at about 10 o'clock
on TUESDAY, the 11th Sept., at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 31, 1894. 1419

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND,
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship
Chingpo,
Capt. G. S. HUNTER, will be
despatched at about 10 o'clock
on TUESDAY, the 19th Sept., at
3 p.m.
The attention of Passengers is directed
to the Superior Accommodation offered
by this Steamer. First-class Saloon
is situated forward of the Engine.
A Refrigerating Chamber ensures the
supply of Fresh Provisions during the
entire voyage. A duly-qualified Surgeon
carried, and the Steamer is fitted through-
out with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 23, 1894. 1399

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND
TAIWANFOO.
The Co.'s Steamship
Thales,
Capt. HAZARD, will be
despatched for the above
Ports TO-MORROW, the 5th Instant, at
Noon.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, September 4, 1894. 1429

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Wingang,

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Glenfinglas*, July 20; *Hazel Branch*, Aug. 3; *Liddesdale*, *Chilston*, Aug. 7; *Willow Branch*, 10; *Glenfinglas*, 14; *Ajux*, *Oceana*, *Ashtari*, 21.

HOMEWARD BOUND:—*Glenfinglas*, July 17; *Yorkshire*, *Polyphemus*, 20; *Suber*, *Glenfinglas*, 27; *Dorothy*, August 3; *Montclair*, 10; *Orion*, *Kadaster*, 14; *Nestor*, *Iron*, 17; *Sydney*, 21.

The M. M. Co.'s steamship *Melbourne*, with the *FRANCE* Mail of August 3, left Saigon on Sunday, September 2nd, at 4 a.m., and may be expected here on or about Wednesday, Sept. 5. This packet brings replies to letters despatched from Hongkong on June 27.

The P. & O. s.s. *Bazanz*, with the *ENGLAND* Mail of Aug. 2, at 5 p.m., and may be expected here on or about Friday, August 7. This packet brings replies to letters despatched from Hongkong on July 5.

The P. M. s.s. *City of Peking*, with mails, &c., left San Francisco for this port, via Yokohama, on Aug. 16.

The P. M. s.s. *China*, with mails, &c., left San Francisco for this port, via Yokohama, on Aug. 28.

The N. P. s.s. *Tuama* left Tuama for Hongkong on Aug. 22, via Japan ports.

The O. S. Co.'s steamship *Antenor* left Singapore on Sept. 1, and may be expected here on or about Sept. 7.

The D. D. steamship *Gerda*, from Hamburg, left Singapore for this port on Sept. 2, and may be expected here on or about Sept. 8.

The s.s. *Arratoon* from Calcutta, left Singapore for this port on Sept. 3, and may be expected here on or about Sept. 9.

The P. & O. Co.'s s.s. *M. de la Bombay* for this port on Aug. 28.

There are still twelve cases of plague under treatment.

The s.s. *Arratoon* from Calcutta, left Singapore for this port yesterday afternoon, the 3rd instant.

The steamship *Wosang*, we learn from Shanghai, has been chartered to carry a cargo of coal to the British fleet at Chefoo.

The north-east monsoon has begun unusually early. A fresh north easterly wind has been blowing since Sunday. Few will be sorry if it has set in for good.

What amounts precisely to an appeal against the finding of the Marine Court of Inquiry held at Singapore upon the stranding of the *Nanyang* (Capt. Nicol) has been promoted on behalf of the matter.

In a cricket match at Kobe on the 24th and 25th ult., Messrs W. H. Moulton and A. J. Moulton, from Shanghai, appeared on opposite sides. W. H. Moulton, going in first, carried his bat through the innings for 116 runs. A. J. Moulton scored 15.

A GREEK named Nicholas George, lamp-trimmer on board the British steamer *Angora*, was charged at the Shanghai Police Court on the 30th ult. with stealing a bar of silver, valued at \$1061—the property of the Nippon Yusen Kaisha—in Nagasaki. The case was remanded.

On the 24th ult., the temperature in the shade at Shanghai was 101.6, the highest experienced for many years. Mr. James Smith, of the Old Dock, died from heat apoplexy. Mr. W. G. Hawkyard, died recently in the Customs office, whilst at his residence in the French Concession from heat apoplexy.

The Band of the 1st Shropshire L. I. will play the following programme at the Officers' Mess to-night, commencing at 8 o'clock:—

Overture "Zampa".....Harold.
Dance "Spanish".....Sara Novak.
Selection "Mantua".....Walter.
Yase "The Venetian Song".....Enoch.
Selection "The Mikado".....Sir A. Sullivan.
Song "The Last Watch".....Pussini.

At the Magistracy to-day, before Mr. H. E. Wodehouse, a civil case was charged with having 30,000 percussion caps in his possession without a licence. He stated that he was a regular employee of a Chinese gunsmith, and was taking the cargo of caps on board a boat. He was therefore released from custody. Apparently, therefore, this British Colony may be turned into a Chinese arsenal, and nobody will say a word about it.

At the Magistracy to-day, before Comr. Hastings, Captain A. M. Raymond, late of the steamer *Kwong-ma*, was brought up on remand charged with libelling Mr. Kaw Hoong Tak. Mr. C. D. Wilkinson was for the prosecution, and Mr. J. Hastings (Mr. V. H. Deacon's office) was for the defence. Mr. Wilkinson asked leave to withdraw the charge, as the defendant had promised to publish an apology and pay expenses. Mr. Hastings agreed, and the defendant was accordingly discharged.

The use of photographs on licences issued to Chinese was shown in a case which came before the Magistracy to-day. The steam launch *Taipei* yesterday was carrying 27 passengers more than the licence limit, and when the police went on board they found that the man in charge was not qualified for any such work, and was not the certificated master at all. Yet the photograph on the paper was the only proof. Incapable and irresponsible men in charge of steam launches are a great danger not only to the vessels they are on but also to all they may meet. The owner of the *Taipei* was brought before Mr. Wodehouse and fined \$50 for the two offences.

This is the unkind manner in which the *China Gazette* refers to our morning contemporary's "lucid account" of "skyscape effects" (sunset) in which "rosy effulgence," "golden glory," and "blue indistinctness" occurred in conjunction with a "wedge of the most delicate sea-green imaginable."—We must attribute the following outbreak in the usually staid columns of our respected contemporary the *Daily Press* to either some new brain microbe having attacked Hongkong, or the introduction of some hitherto unknown brand.

On Friday last, 31st ultimo, we published "Cores—A Dialogue" which appeared in the *Victoria Weekly Colonist* above the signature of "C. F. Moore." A Canton correspondent calls our attention to the fact that the dialogue, with the exception, perhaps, of the last two or three paragraphs, appears in *Railroad's* "Idiomatis Dialogues in the Peking Colloquial" (page 249), published at the North China Herald Office in 1883. We thank our correspondent for calling our attention to the matter. An explanation from the *Victoria Weekly Colonist* or "C. F. Moore" should be as interesting as the dialogue.

The *Singapore Free Press* of August 27 contains a long statement regarding the operations of the Government forces against the rebels in Pahang. Mr. Clifford has returned to Singapore, and it is stated by our contemporary that the Pahang Government have cause to be anything but satisfied at the nature of the co-operation given by their Kelantan allies in the matter of hunting down the Pahang refugees, who are now understood to be harbouring somewhere in the Kelantan jungles, having for the time being escaped their pursuers, owing to the duplicity of the Kelantan Chiefs on the borders. Mr. Clifford's abrupt return is explained by the circumstance that the Governor is anxious to negotiate with the Siamese Commissioners who have been invited to come down to Singapore in order to discuss matters with the Colonial Government.

The Hongkong correspondent of the *N. C. Daily News* says:—I am glad to say that there has been quite a revulsion of feeling in many quarters over the Resumption Bill, and that the views I expressed in a recent letter are now coming more strongly into favour. The unofficial members and some other well-known residents made visits recently to the condemned district, and after close inspection of the property they arrived at the conclusion that general destruction by fire or otherwise would be undesirable, and any fresh laying out of the area quite out of the question on account of the vast expense and enormous retaining walls that would be necessary. Representations to this effect were made to the Government, and as a result I hear the Resumption Bill has been extensively amended and will be published in its remodeled condition in the forthcoming issue of the *Government Gazette*. This is about the only original item in a letter extending over a column. We have had an opportunity of hearing the Unofficial Members on the Tientsin Ordinance, and fail to see that they are quite in accord with this correspondent, who is fairly reliable as long as he sticks to his crib—the Hongkong local newspapers. He will have an opportunity of correcting the above paragraph after he has read the news reports of the Council meetings.

A STRIKE of jerrycan coolies was declared to-day, on account of the new regulation requiring each man's licence-number to be shown on his jacket. Hitherto the clothing of these coolies has been a standing joke against this colony ever since the popular pastime of globe-trotting was invented; and residents have always said it was disgraceful that the Government allowed such dirty, ragged, unwholesome specimens to be at large. None but a few uneducated that the wily ricksha men invariably borrow a whole jacket and a complete pair of the other garments when he goes up to the Police Station to pass muster and get his licence. At such times, every coolie looks quite respectable, or else sends a respectable-looking proxy. Now at last the Government have ordered that the ricksha coolies' numbers must be put on their jackets—that is to say, on the high-class habiliments exhibited at the licensing *levee*, meaning thereby that the said jackets will have to be regularly used in the streets, instead of the economical self-ventilating scrawny rig. That is why the coolies have stopped work, confident that as usual the authorities will tender an apology through the Protector of Chinese and cancel the obnoxious order. A few coolies were willing to ply for hire this morning, but they were soon stopped by the guild bullies. Half a dozen of the latter were arrested by the police for intimidation, and for the remainder of the day not a single public ricksha was to be had in the city. According to time-honoured custom there should now be loud protests against the "ill-timed action" of the Government in promoting useless fads; but, on the other hand, the Captain Superintendent of Police is to be backed up in his very sensible declaration the other day, the Chinese coolies will be taught a sound lesson—that though they may stop working if they choose to starve themselves, yet if they must not try any more of that "game of bluff" supported by violence, which has been tolerated only too long in this colony.

On the 27th August the Government of the Straits Settlements had received no confirmation from the Colonial Office of Rector's telegram, dated 22nd August, to the effect that the military execution has been reduced by £20,000.

The British ship *Senator* which ran ashore on Saratoga Spit, got off after a few hours' detention.

The British barque *Annie Mearns*, which arrived at Yokohama on the 22nd ult., met a heavy typhoon on the run up from Manila, and lost her boats and had her fore hatch stove in. Her cargo is reported to have been much damaged.

Mr. Alexander Topping, Island Sea Pilot, died at his residence in Shimonoseki on the 24th ult., at the age of 51. He was a native of Scotland, but spent many years of his life in the East. He had been ill in health for some time.

The unusual heat this year has caused a kind of exodus on the part of labourers in the various cotton-mills in Japan, and a scarcity of hands in the result. Some two per cent. of the machinery of various mills is reported to be standing idle on this account alone.

A MEETING of United States missionaries was held at Shanghai on 1st September to take action with regard to petitioning the United States Government to define more clearly the right of missionaries to reside in the interior, and to secure full protection from the Chinese government for all missionaries.

The *N. C. Daily News*, in its account of the recent fire in Hoonan Road, Shanghai, states that the insurance on the burned property was as follows:—

	Tls.
Royal and Mercantile	12,000
Straits	750

THE BACILLUS.

PROVED AT A DEPTH OF 20 INCHES.

Dr. K. L. Kwan, L.D.S.M.H., house surgeon at the Netherland Hospital, has been steadily working at the investigation of the plague bacillus for some months, and has given special attention to the depth to which it penetrates the soil. This question has been only touched on by the other specialists, with the result that a most unusual dispute arose, and therefore Dr. Kwan's report, the only one directed specially to this end, will be most valuable.

Dr. Kwan from the very first took a great interest in the experiments of Dr. Yersin and Professor Kitasato. When they announced the discovery of the bacillus in the buboes of patients, he was for some time unable to detect the bacillus himself; but he was working under several important disadvantages. On the 7th July, however, he made the discovery in the blood of a patient, and showed his specimen to Dr. Yersin. The latter was astonished, and said he would not have believed it if he had not seen it beyond any doubt; for up to that time the bacillus had only been found in buboes, not in the blood of patients, whereas this was from finger-tips. The credit of this discovery therefore belongs to Dr. Kwan.

As to the soil, Dr. Yersin's only experiment was with two or three inches of soil taken from a hole, three feet deep, left open twenty-four hours. That explains the warring which occurred. Dr. Kwan has patiently and quietly investigated at various depths—eight, ten, fifteen, and twenty inches—and has found bacilli in every case. There is absolutely no doubt about this. The next question is—how much if any of its virulence is lost as it gets deeper, and how much of the alleged loss of virulence is due to change in climate or other conditions; for the plague has disappeared with the advance of summer.

Dr. Kwan is exceedingly anxious to pursue his investigations, but is seriously hampered by lack of apparatus; for the Netherland Hospital has not the means it should have. There seems to be some difficulty about the young Chinese doctor obtaining the use of apparatus from elsewhere, which is greatly to be deplored, and we sincerely trust in the interests of humanity in general and Hongkong in particular that the difficulty will soon be overcome.

THE PLAGUE IN CANTON.

The following letter has been forwarded to us, for publication, by the Secretary of the Hongkong General Chamber of Commerce (Mr. Fullerton Henderson):—

H. M. Consul-General,
Canton, August 31st, 1894.

Sir,—With reference to previous correspondence on the subject of the recent outbreak of the plague in these parts, I have the honour to inform you that the disease had ceased to be epidemic here by the end of July when the people appeared no longer to trouble themselves about it. During the present month there have been sporadic cases; but yesterday, in reply to enquiries at the Plague Hospital in this city, I was informed that in neither of them had there been a single case of plague for several days, and that the large marsh hospital that had been erected to the west of the city especially for plague patients was in course of removal. Further, the Superintendent Physician of the American Mission Hospital here wrote to me yesterday as follows:—"I am glad to say that no cases of plague have come to my notice for several weeks."—I have, &c.

(Signed) BYRON BAZZAN,
Consul-General,
The Honourable Colonial Secretary,
&c., &c., &c., Hongkong.

THE D'UGLAS STEAMSHIP COMPANY, LIMITED.

The following report will be presented to the shareholders at the eleventh ordinary general meeting, to be held at the office of the company on Saturday, the 16th inst., at noon:—

The General Managers have now to submit to the Shareholders their Report on the eleventh year's working of the Company, ended 30th June, 1894. After paying all running expenses, Premium of Insurance, Remuneration to Consulting Committee and Auditors' fees, there remains a net profit of \$182,498 68, and with the consent of the Shareholders, it is proposed to appropriate this amount as follows:—To write off \$44,610.24 from the value of the Company's properties on 30th June last, being the equivalent of 8% thereon, and to pay a Dividend of 10% on the Capital of the Company, amounting to a further \$100,000, leaving a balance of \$37,888.44 to be carried forward. With reference to the amount outstanding against our late Agents, it will be noted that same has been reduced by \$1,014.18, and it is hoped a further sum will be received. In consequence of the work in connection with the foreshore reclamation, the Steamers have not been able to use the wharf since the middle of April last, and this has caused some inconvenience and expense. The compensation awarded in regard to same, \$14,000.00, is due for payment by the Government on the 15th October next; the question of a new wharf will be considered in proper course. Shareholders will be pleased to learn that the Surveyors' Reports on the condition of the fleet are highly satisfactory; the hulls, boilers, engines being in first class order. During the year under review the *Fernata* has passed Special Survey No. 2, and the *Thales* Special Survey No. 1. The amounts appearing as "Freights due" and "Accounts Receivable" on 30th June, have all been cleared since 30th June.

Consulting Committee.—The Committee now consists of Messrs D. R. Sassoon, C. J. Holliday and the Hon. J. J. Kewick. In terms of the Articles of Association, all these gentlemen retire, but, being eligible, offer themselves for re-election. They were re-elected. The present accounts have been audited by Messrs J. H. Cox and R. Lyall, who retire, but offer themselves for re-election.

DOUGLAS LAFRIE & Co.,
General Managers.

TELEGRAMS.

[Supplied to THE "CHINA MAIL"]

(Via Southern Line).

LONDON, September 2nd, 1894.

THE REPORTED ATTACK ON PORT ARTHUR.

H.M.S. *Repulse* has returned to Chefoo, and reports that the attack on Port Arthur is unfounded.

UNEASINESS IN NORTH CHINA.

Foreigners in the Northern Ports are very uneasy owing to outrages on missionaries. They doubt the observance of the Edict lately issued for the protection of foreigners in China.

REINFORCEMENTS FOR THE DUTCH EAST INDIES.

A detachment of the Colonial reserve forces leaves Holland on the 8th and another on the 20th instant, to reinforce the troops in the Dutch Indies.

THE COMTE DE PARIS.

The Comte de Paris is slowly sinking, and has received the last Sacrament in the presence of his family.

THE CHINA-JAPAN WAR.

[Special to THE "CHINA MAIL"]

LI HUNG CHANG AND THE FLEET DENOUNCED.

ANOTHER BATTLE IMMINENT.

SHANGHAI, 4th Sept., 2.42 p.m.

Wu-tai-cheng, Governor of the Hubei Province, has gone to assist Li-hung-chang in conducting the war against Japan.

Li-hung-chang has been denounced by the Censors at Peking.

The Censors have also denounced the fleet as useless.

Generalissimo Yeh's army in Korea is reported to be hopelessly surrounded by the Japanese forces. Another battle is imminent.

THE CHINESE FLEET.

Shanghai, August 29.

According to the strategical advice, the fleet is to be divided into two divisions. The first division led by the flag ship, the *Ting Yuen*, with the redoubtable *Ting on board*, is protesting (!) the Gulf of Pechili; the second division with the *Chen Yuen* (Vice-Admiral Ling Tai-tian) is to convey the transports with food, arms, and ammunition, &c., from Taku to the Chinese forces in Korea, while the *Nanyang* Squadron (nearly all of which are about the month and tower part of the Yangtze) are said to be co-operating with the land forces in Korea.—*Gazette*.

NEWS FROM THE NORTH.

The *Lienhsing* and *Kwelin*, arrived here yesterday from Taku. H.M.S. *Lionet* arrived there on the 27th, and as she went in, the forts manned the guns and opened her with them. The *Undenated* and *Phryne* were at Chefoo on Wednesday, the other vessels with the British Admiral have left. At Weihaiwei, there were only a small gunboat, the C.M.S.N. Co's steamer *Chiyen*, and another vessel. No war vessels were seen on the way down.

The Chinese at Ningpo are so afraid that the Japanese will visit that they have evacuated their city, that in addition to the forts and torpedo boats, they are still further strengthening the entrance to the river, by driving down piles in clusters of five where there is a depth of 13 feet at low water. Between the piles there is sufficient room for junks to pass through, but these spaces can be closed at short notice, two old lorries loaded with stones being in readiness to be sunk in the apertures should the Japanese appear.—*Daily News*.

A sad accident occurred at Arima, Japan, on the 22nd ult. Mrs. Abbey, of the American Presbyterian Mission, Nanking, took her little girl, between three and four years old, to bathe in a stream in one of the stream beds near the village. Suddenly the stream came down in spite, and the mother snatched up her little girl, but in trying to get to a place of safety, fell down, dropping the child, who was carried off by the torrent, and afterwards found drowned about twenty yards from the spot.

THE MURDER OF A SCOTCH MISSIONARY.

DETAILS OF THE CRIME.

Liaoyang, August 17.

On the evening of the 10th inst. the Rev. James A. Wylie, M.A., of the Scotch United Presbyterian Mission, Manchuria, was the victim of a dastardly outrage by Manchou soldiers on their way to the Korean frontier. The injuries were of such a nature that he only lingered on in an unconscious state for six days, expiring on the 16th. Manchuria has hitherto enjoyed comparative immunity from such outrages upon foreigners as have too often characterized the valley of the Yellow River. Liaoyang, where the attack took place, is a city of perhaps 80,000 inhabitants, 80 miles distant from Newchwang on the high road to Moukden. The Scotch Presbyterians have had a flourishing station established there for four years past. Their main property in the city consists of a members' chapel and street chapel on the High Street East; and a large hospital and dispensary, women's hospital and training-school and another chapel, all a good mile away from the city. A compound adjoining the High Street East, where the Rev. Mr. Wylie lived, while the other missionaries, a pastor and his wife, a doctor, and two missionary ladies, live in compounds adjoining the hospitals.

HOW THE ATTACK BEGAN.

As you are aware, large companies of soldiers have lately been passing through Liaoyang on their way to the front—the main road to the east branching here from the great high road through Manchuria, north and south. On the 10th instant a company of 200 Manchou from Kirin province under Li-hung-chang were quartered in the East Street. Late in the afternoon the Chinese sent a party of five men to call on Mr. Wylie's compound and members' chapel. By this time an enormous crowd had gathered, and they began battering loudly at the one big entrance gate.

Compounds are completely shut in by neighbouring shops, and there was little fear if a message could be sent to the *gomen* for help at once. Mr. Wylie dispatched a servant carrying his card over a side wall, but in some way not yet explained the message was bungled, and no help came. Seeing this, Mr. Wylie determined to set out for the *gomen* himself, fearing from the threats heard not only for his own safety, but also for that of his colleagues at the North Gate. In a temporary lull caused, it is said, by the disappointed crowd drawing off to make for the hospitals, he hurriedly accompanied by his watchman and a doorman, Lu Yung-hai, they proceeded hurriedly along the main street and passed the wrecked chapel in safety, but immediately thereafter

A SHOOT AROSE.

That the foreigners had passed and at once a number of soldiers armed with the legs of the chapel forms and other instruments started in pursuit. There were no hands of them, and it is said that had a party of a dozen men been close at hand willing to risk a little for their pastor, his life might yet have been saved. As it was Deacon Liu was the only man found willing to stand by; the watchman fled at the first blow. Whether the city crowd actually caught up the attack is not certain, they materially helped in directing the soldiers and impeding the missionary movements. The attack was a particularly brutal one, almost all the blows falling on the head, and it was not long before Mr. Wylie was stunned. Yet Mr. Liu stuck bravely on all through the attack, and he dealt at his pastor on his way to the hospital, supporting him when he was ready, full. The two were at last dragged apart, and while the deacon crept as well as he could to the *yamen* the soldiers concentrated and spat their fury on the foreigners, beating him savagely as he lay not conscious, and ultimately left him for dead.

ANOTHER OUTRAGE PREVENTED.

While all this was going on in the main streets a menacing crowd assembled outside the compounds at the North Gate. A rush was made and very soon the two hospitals were cleared of their patients. For a time great excitement prevailed, but the invaders seemed to lose courage as they were backed by soldiers and were comparatively easily cleared out by the dispensary and others, and the doors were shut. Mr. Douglas was there at the time with the ladies and children. He at once went round to one of the hospitals and stopped out of the gate amongst the crowd, and by some strange Providence this turned out to be enough, he was unharmed but the crowd fell back immediately about 100 paces on either side. He spoke a few words of remonstrance, in which they remained near at hand till darkness set in, they met no further trouble. Fortunately there were no Manchou soldiers amongst them.

THE PEOPLE'S DEMONSTRATION.

Meanwhile Dr. Gray, who had earlier in the afternoon gone to see a patient at the very *yamen* that Mr. Wylie was making for, hearing of some disturbance at the street chapel, rode round by Mr. Wylie's compound to satisfy himself that all was secure there. When he reached it, coming by the more usual route, and not the one that Mr. Wylie had taken, he found that Mr. Wylie had not left ten minutes before. He noticed a good deal of excitement in the streets and even heard some threats as he passed by, but judged that there was no cause for fear, and made for the hospital again, all unconscious of the terrible tragedy that was being enacted not half a way.

FURTHER OUTRAGE.

He had scarcely reached the hospital when tidings of Mr. Wylie's danger were immediately relayed to his relief. It was arranged that Dr. Gray should set out directly to Mr. Wylie's help, while Mr. Dong, his remained to look after the ladies and little ones. The former had not well started before a number of companies of soldiers from the Chinese *gomen* will appear. One half of them stayed to guard the compounds, while the other half proceeded at once to where Mr. Wylie lay, followed by members on foot carrying a stretcher. Very soon the other missionaries had the satisfaction of seeing him in their midst, but it was a relief that was short-lived. The crowd was battered beyond recognition, and there was a fearful compound fracture of the jaw, a deep wound made by some sharp instrument in the left ear, besides other wounds and bruises too painful to detail. Dr. Gray and the other aid all they could for him, and though there was some slight improvement, and gradual improvement up till the 13th, he never regained consciousness and gradually sank after that and died on the evening of the 16th. A more undecisive victim for such an outrage could not be imagined. All who were acquainted with Mr. Wylie were impressed most of all by his eminently gentle and peaceable disposition. An angry word he could not utter. Whenever he was known in China the great sympathy will be felt for his parents and the other members of his family in Scotland who are so soon to mourn his loss.

HIS FATHER IS A WELL-KNOWN IRON-MASTER IN LANARKSHIRE AND IS THIS YEAR PROXY OF HAMILTON.

THE LOCAL OFFICIALS' BLAMELESS.

August 20.

On the 11th instant, the day after the terrible outrage on Mr. Wylie, Hui Iao yeh, the chief magistrate of Liaoyang, came early to call upon the missionaries to investigate the case. After making full enquiries he at once proceeded to the *yamen*, where I Lao yeh was staying, to demand the offenders. He had an interview, but not only did I refuse to part with them, but he even let his hands loose on the officers of the law. A scuffle ensued between Hui's body-guard and the Manchou, in which the former were greatly outnumbered were worsted. Hui fled for his *yamen*. In the end the public justice of the law was maintained, and the offenders were injured, his *gomen* severely. It was a time of intense excitement, for the city was now practically in the hands of the law. A scuffle ensued between Hui's body-guard and the Manchou, in which the former were greatly outnumbered were worsted. Hui fled for his *yamen*. 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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

Gaio (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Sept. 11, at 1 p.m.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Oct. 10, at 1 p.m.

Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Oct. 30, at 1 p.m.

THE Steamship GAELIC will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, 11th September, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... WEDNESDAY, Sept. 19, at 1 p.m.

China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... TUESDAY, Oct. 2, at 1 p.m.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, Oct. 20, at 1 p.m.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding orders TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; values of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 29, 1894. 1400

Intimations.

A CURE FOR ASTHMA!!!
GRIMAULT'S
Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections and Difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT'S
Matico Capsules
AND INJECTION.

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaluba, have not the inconvenience of producing Nausea.

MATIO INJECTION is used in recent MATICO CAPSULES in Chronic Cases.

GRIMAULT & CO., Paris. Sold by all Chemists.

For Sale by A. Watson & Co., Chemists.

Intimations.

A Pure Norwegian

oil is the kind used in the production of Scott's Emulsion — Hypophosphites of Lime and Soda are added for their vital effect upon nerve and brain. No mystery surrounds this formula — the only mystery is how quickly it builds up and brings back strength to the weak of all ages.

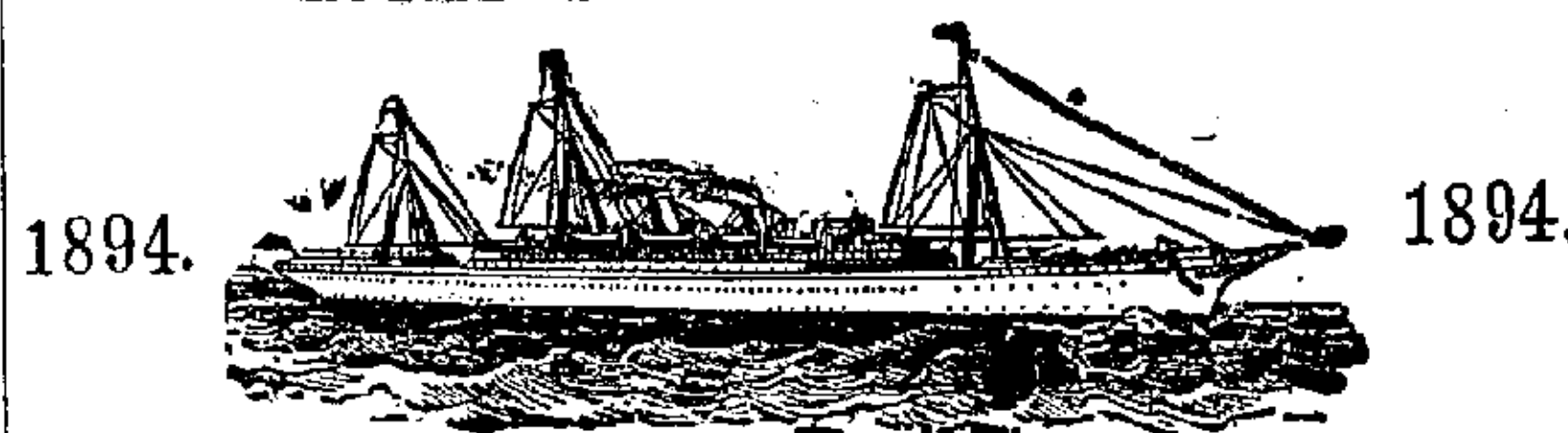
Scott's Emulsion

will check Consumption and Bronchitis and is indispensable in all wasting diseases.

Sole Agent for China and Hongkong:

GRIMAULT & CO., Paris. Sold by all Chemists.

CHAN A FOOK, at WATKINS & Co., Hongkong.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1894. SAFETY—SPEED—PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Train Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

Proposed sailings from Hongkong.

EMPEROR OF INDIA... WEDNESDAY, 5th Sept.

EMPEROR OF JAPAN... WEDNESDAY, 3rd October.

EMPEROR OF CHINA... WEDNESDAY, 31st October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC daily, and cross the Continent FROM THE ATLANTIC TO THE PACIFIC daily.

WIDE OPEN CHANCE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. (Good for 4, 6, 9 and 12 months.) SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEPPER STREET, 1526

Hongkong, August 16, 1894.

SHARE LIST—QUOTATIONS.—SEPTEMBER 4, 1894.

Stocks	Share	Price	Change	Quantity	Remarks
Hongkong and Shanghai Bank Cor.	80,000	125	all	32	92% prem., sales & sellers
New Issue					
Bank of China, Japan and Straits	99,875	10 1/2	1 1/2	all	100% prem., sales
Bank of China, Ltd.	1,200	1 1/2	1 1/2	all	100% prem., sales
National Bank of China, Limited					
China Insurance Co., Ltd.	10,000	25	1/2	all	\$140, buyers
China Traders' Insurance Co., Ltd.	24,000	83.35	1/2	all	25,000, buyers
North-China Insurance Co., Ltd.	3,000	20 1/2	1/2	all	100% prem., sales
Straits Insurance Co., Ltd.	30,000	10 1/2	1/2	all	100% prem., sales
Union Insurance Society Co., Ltd.	10,000	25	1/2	all	\$73, buyers
Yong Sang Insurance Association, Ltd.	10,000	25	1/2	all	\$73, buyers
China Fire Insurance Co., Ltd.	20,000	10	1/2	all	\$77
Hongkong Fire Insurance Co., Ltd.	4,000	25	1/2	all	\$130
Straits Fire Insurance Co., Ltd.	10,000	10	1/2	all	\$20 1/2
DOCKERS					
H'kong & Whampoa Dock Co., Ltd.	12,000	125	all	78	78% prem., sales
SPRINGERS					
China and Mainland S. S. Co., Ltd.	5,000	5	all	50	\$67, sales and buyers
Douglas Steamship Co., Limited	20,000	5	all	50	\$67, sales and buyers
Indo-China S. N. Company, Ltd.	50,000	2	all	50	\$67, sales and buyers
Steam Launch Company, Limited	3,000	10	all	50	\$67, sales and buyers
China Mutual S. N. Co.	20,000	10	all	50	\$67, sales and buyers
DO. (new issue)	20,000	10	all	50	\$67, sales and buyers
REFINERIES					
China Sugar Company, Limited	15,000	10	all	50	\$67, sales and buyers
Gunong Sugar Company, Limited	7,000	10	all	50	\$67, sales and buyers
WHEATERS					
H.K. & Kow. Wharf & Godown Co.	20,000	50	all	50	\$37, buyers
Wanchai Warehouse and Storage Company, Limited	2,000	100	3	all	\$40, sellers
LAND AND BUILDING					
Hongkong Land Investment and Agency Company, Limited	50,000	10	all	50	\$51, sales
Kowloon Land and Building Company, Limited	6,000	5	all	50	\$104, sales
Hongkong Electric Co., Limited	1,000	10	all	50	\$104, sales
Hongkong Electric Co., Limited	12,500	5	all	50	\$104, sales
TRAMWAYS					
H.K. High-Level Tramway Co., Ltd.	1,200	10	all	50	\$70
MINING					
Jalebu Mining & Trading Co., Ltd.	15,000	5	all	50	\$2.50, sales and buyers
Gold Mining Co., Ltd.	30,000	13 1/2	all	50	\$2.50, sales and buyers
Societe Francaise des Houilleres de Tonkin	8,000	500	all	50	\$2.50, sales and buyers
PLANTING, ETC.					
China-Borneo Company, Ltd.	7,500	10	all	50	\$4, buyers
H. G. Brown & Co., Limited	5,000	50	all	50	\$11, sellers
HONGKONG HOTEL COMPANY, LTD.	6,000	50	all	50	\$11, sellers
A. S. Watson & Co., Limited	50,000	10	all	50	\$11, sales and buyers
Dakin, Crickbank & Co., Ltd.	50,000	5	all	50	\$11, sales and buyers
EXPORTING					
H.K. and China Gas Co., Limited	7,000	10	all	50	\$125
Hongkong Electric Co., Limited	30,000	10	all	50	\$4.70, sellers
GREEN ISLAND CEMENT CO., LTD.	30,000	5	all	50	\$64
Hongkong Brick & Cement Co., Ltd.	4,000	10	all	50	\$12.50, \$4, sellers
MISCELLANEOUS					
Campbell, Moore & Co., Limited	1,500	10	all	50	\$4, sellers
Geo. Fenwick & Co., Limited	5,000	10	all	50	\$21
Hongkong Bakery Company, Ltd.	5,000	10	all	50	\$21
Hongkong Dairy Farm Co., Ltd.	3,000	10	all	50	\$7, sellers
Hongkong Ice Company, Limited	6,000	10	all	50	\$76
H'kong Rope Manufacturing Co., Ltd.	3,000	10	all	50	\$107
* Founder's shares					
LOANS					
Chinese Imperial 1894	Tls. 757.30	Tls. 20	7 1/2% ann.	10	10% prem., sales
DEBENTURES					
Hongkong Hotel Mortgage Debentures, 1893	\$ 400,000	\$500	6 1/2% prem.	\$500	

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. From Kowloon Wharves to the Naval Yard.

Vessel's Name	Flag	Captain	Agent	Date of Arrival	Consignee or Agents	Destination	Remarks
Activ	3	Storm	Dan.	385	Sept.	2	Arnold, Kerberg & Co.
Aden	5	Hill	Brit.	2517	Sept.	2	P. & O. S. N. Co.
Agnes	5	Hill	Brit.	290	Sept.	2	G. & R. Stevens
Amigo	5	Bendixen	Ger.	771	Sept.	3	Chinese
Amoy	5	Wells	Ger.	683	Sept.	4	Chinese
Argyll	5	Wells	Ger.	1866	Sept.	3	3D. J. Well, Carill & Co.
Arctur	5	Hullstrom	Japan.	1885	July	27	Mitsui Bussan Kaisha
Arctur	5	S-muel	Brit.	307	Sept.	3	Tata & Co.
Catterthun	5	S-muel	Brit.	1600	Sept.	3	Gibb, Livingston & Co.
China	5	Voss	Ger.	1240	Aug.	30	Melchers & Co.
Cromarty	5	Duncan	Brit.	1804	Sept.	1	Liardine, Matheson & Co.
Dover	5	Reid	Brit.	1578	Aug.	16	Order
Dover	5	Reid	Brit.	1067	Sept.	2	Yuen Fat Hong
Empress of India	5	Marshall	Brit.	30	Sept.	28	Canadian Pacific Railway Co.
Falch	5	Nelson	Ger.	742	Sept.	3	Melchers & Co.
Fushun	5	Lunt	Chi.	1504	July	27	M. S. N. Co.
Gaio	5	Peane	Brit.	4209	Aug.	31	O. S. S. Co.
Halat	5	Goddard	Brit.	1183	Sept.	1	Douglas Steamship Co.
Jacob Diederichsen	5	Andersen	Brit.	710	Sept.	4	Galowitz & Co.
Madhu	5	Andersen	Brit.	1149	Aug.	28	Butterfield & Swire
Nanahan	5	Blackburne	Brit.	805	Sept.	1	Order
Norman	5	Anch-la	Brit.	55	June	10	Butterfield & Swire
Preto	5	Schar	Ger.	656	Sept.	1	Butterfield & Swire
Rhinegold	5	Buhl	Ger.	650	Aug.	31	Chinese
Rivindale	5	Peck	Brit.	1111	Sept.	4	Dodwell, Carill & Co.
Salvia	5	Paul	Brit.	3416	Sept.	4	Measurers Maritimes
Siam	5	Messer	Brit.	956	Aug.	28	Bradley & Co.
Taichong	5	Duhne	Ger.	822	Sept.	2	Meyer & Co.
Thales	5	Bathurst	Brit.	819	Aug.	2	Douglas Steamship Co.
Wingang	5	Ortiz	Brit.	1517	Aug.	31	Liardine, Matheson & Co.
Yang Ching	5	Harris	Chi.	760	Aug.	12	M. S. N. Co.

Sailing Vessels

Her Britannic Majesty's Ships on the China Station.							
Vessel's Name	Flag	Captain	Agent	Date of Departure	Destination	Remarks	
Basuto	5	Figgers	Ger.	348	Oct.	14	Order
Beldin Hill	5	Jones	Brit.	2434	Aug.	15	Stimson & Co.
Cable	5	Bruck	Am.	36	June	4	Captain
Comet	5	Kirk	Nicar.	600	June	26	Shewan & Co.
Falls of Clyde	5	Addison	Br.	1740	Aug.	18	Wielor & Co.
George S. Hamer	5	Heman	Amer.	1267	Aug.	30	Shewan & Co.
H. Hackfeld	5	Elgerlof	Ger.	1249	Aug.	2	Melchers & Co.
Ivy	5	Quentz	Amer.	1181	Aug.	28	Shewan & Co.
Kirby	5	Wilson	Brit.	916	July	22	Muso & Co.
Lina	5	Alfred	Brit.	469	Aug.	14	Gibb, Livingston & Co.
Otago	5	Darborough	Brit.	336	Sept.	4	Stimson & Co.
Silberhorn	5	Gibson	Br.	1853	July	20	Shewan & Co.
Susquehanna	5	Sawall	Amer.	2828	July	19	Reuter, Brockelmann & Co.

Torpedo Boats in Reserve Nos. 8, 23, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.O.B., C.M.G.

H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

Foreign Men-of-war on the China and Japan Station.

Name	Flag	Tons	Gun.	H.P.	Captain	Where at
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Eltschinnoff	Nagasaki
Admiral Nakhimoff	Russian flag-ship	7781	32	9500	Captain Latorf	Vladivostok
Albatross	Russian gunboat	800	—	—	Captain Parange	Nagasaki
Alliance	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Albatross	American cruiser	—	—	—	Commander F. McQuirey	Nagasaki
Albatross	French gunboat	470	4	450	Commander Journef	Kinkiang
Baltmore	U. S. flag-ship	4600	—	—	Captain B. F. Day	Chumpoo
Bayard	French flag-ship	6200	—	—	Commander Thompson	Vladivostok
Bongo	Portuguese gunboat	462	—	400	Captain Bokinsky	Vladivostok
Combe	Russian cruiser	500	—	—	Capt. Mandet	Macao
Concord	French gunboat	1700	—	—	Captain Goodrich	Yokohama